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No Other Town in the World the Size of Grants Pass Has a Paper With Full Leased Wire Telegraph Service.

RAILROADS PLACE EMBARGO ON THE SHIPMENT OF PERISHABLE FREIGHT

Impending Strike of 400,000 Trainmen Within the United States Is First Felt When Roads Issue Orders Against Carrying of Perishables, Including Foodstuffs and Livestock That Can Not Reach Destination Before Sept. 4

New York, Aug. 30.—All indications this afternoon are that the commerce of the United States will be virtually at a standstill by Saturday, if the order calling the 400,000 members of the trainmen's brotherhoods out on strike September 4 is not withdrawn. And the blow will fall first on the food supply of the nation.

The paralyzing effect of such a strike as now seems inevitable was borne home to railway heads, union officials and shippers alike as orders went out from various railway headquarters establishing embargoes on all perishable goods—which include foodstuffs.

The Pennsylvania railroad, representing one of the biggest systems in the country, issued a statement announcing an embargo which includes freight of every description. This means the Pennsylvania will attempt to move no freight after Saturday.

The Lackawanna followed the lead of the New Haven road and other roads by announcing an embargo on perishable goods that can not be delivered before September 4.

The Erie, one of the biggest freight-carrying lines, had reached no definite decision this afternoon, but a statement was expected from President Underwood tomorrow. In the meantime, however, the road issued a warning to shippers that freight accepted now was with the understanding that it would be available for delivery before Monday.

The New York Central officials were meeting this afternoon to decide as to their action regarding an embargo. The Atlantic Coast line and a score of other roads were expected to announce a ban on perishable freight within the next 12 hours.

Most of the roads in the middle west have acted and food prices were reported advancing rapidly.

In New York measures have been taken to prevent unwarranted advances in foodstuffs prices.

Although most of the orders from railroad headquarters provide that the embargoes on perishable goods and livestock shall become effective as to shipments for delivery after September 4, it is realized that owing to the congestion under normal conditions, all fresh shipments will virtually cease after Saturday. From the perishable goods the embargo is expected to be extended to other commodities unless the railroads find some effective way of keeping trains in operation. The Pennsylvania has taken the lead in extending the embargo to all lines of freight from the start.

St. Paul, Aug. 30.—The Hill lines today simultaneously placed an embargo on shipments of perishable freight that will not reach their destination Saturday. These lines are the Northern Pacific, the Great Northern and the Burlington.

Kansas City, Aug. 30.—An embargo on all kinds of freight was placed in effect on the Union Pacific railroad this morning. No freight that can not be delivered by noon Saturday is being accepted.

Chicago, Aug. 30.—An embargo on perishable freight, explosives and livestock was declared today by the Chicago, Milwaukee & St. Paul railroad. The embargo provided that no freight of these classes will be received which will not reach its destination by September 3, at 6 a. m.

Philadelphia, Aug. 30.—The Penn-

sylvania railroad will carry "no freight" after Saturday, it was announced at the general offices here this afternoon.

New York, Aug. 30.—First effects of the impending nation-wide strike which will tie up the commerce of the country, were being felt today—four days before the walk-out of the 400,000 members of the big four brotherhoods is scheduled.

Probably never in the history of railroading have the big lines of the country faced such a situation as is now presented. Many lines have already put an embargo on all freight which can not be delivered before September 4. Shippers and buyers are making frantic efforts to move goods or lay in an extraordinary supply.

Thousands of persons, on vacations or away from home on business, are cutting their trips short.

The New York, New Haven & Hartford railroad was the first to declare an embargo on freight in the eastern district. The New York Central, Pennsylvania, Erie, Lackawanna and New York, Susquehanna & Western are expected to follow suit. No attempt is made by the roads to minimize the probable effect of a strike on the passenger traffic.

Not only are the railroads feeling the effect of the impending strike, but banks are also being flooded with demands from big business houses, endeavoring to purchase supplies in "trainload lots." This means more than doubling their usual orders in most cases, and consequent hurried arrangements for financing the deals.

Owing to the heavy traffic and car shortage under normal conditions, it is realized that the railroads may not be able to handle any more freight than is now actually on hand. This would mean business houses which failed to get in their extra orders prior to this week will probably be caught short.

All produce houses and other firms dealing in perishable goods were making frantic efforts to get shipments now en route delivered. Once the strike is in effect, the food supply in the large cities of the country probably will not hold out more than a week, unless some way is found of getting foodstuffs to them.

In the meantime, all eastern roads are making preparations for the strike, endeavoring to arrange for men to operate trains. All workers not affiliated with the brotherhoods are called upon to stand by the companies. The Erie has issued a notice that employees remaining "loyal" will be regarded as senior employees of the company. Warning is also given that men joining the strike leave the service of the company and lose all rights and privileges.

Despite the orders of the four brotherhoods that all employees must avoid trespass and interference with property in the strike, the New Haven road has asked sheriffs and police officials in towns along its lines to be prepared to protect the railroad property.

COAST ARTILLERY COMPANIES ARE ORDERED HOME

Washington, Aug. 30.—The 28 companies of coast artillery, which were sent to the border to act as infantry before the calling out of the national guard, have been ordered to return to their proper stations at the coast defense batteries of the eastern and western departments.

PUBLIC WARNED OF COMING STRIKE

Chicago, Aug. 30.—The traveling public and shippers were warned by western railroads today to prepare for a strike Monday. Shippers were notified today by a dozen roads running out of Chicago that perishable freight that would not arrive at its destination on or before Saturday would not be accepted. The Santa Fe has already issued an order to its agents to refuse shipments of perishables and livestock at once.

Other roads taking as sweeping an action, but putting their time limit ahead of Saturday for freight deliveries, include the Burlington, Northern Pacific, Rock Island, Southern Pacific, Missouri, Kansas & Texas, St. Louis & San Francisco, Louisville & Nashville and the Mobile & Ohio.

Remaining railroads are expected to take similar action within 24 hours.

A strike of 6,000 freight handlers in Chicago has been called for this afternoon. The only way to avert it is by submission of the roads to the men's demands—the right of business agents to collect dues from union members during certain hours of employment at the freight houses. More than 800 are out on three roads now. The Burlington plans to fight the strike and has prepared to hire strikebreakers, according to Thomas Pratt, special agent of the road. If a strike is called, it will tie up all Chicago freight shipments. There is enough meat, eggs and canned vegetables in cold storage here to keep Chicagoans in food for a year in case of a strike. The only danger is an ice and coal shortage. Coal dealers say the present coal supply would be exhausted within five days. With no coal to generate cold air for refrigerating houses, the food supplies stored in these houses would quickly spoil. Artificial ice plants would be compelled to close.

An order to quit work at 6 a. m. Monday was given Rock Island employees.

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COMING OF THE RAILROAD CAUSE OF GREAT REJOICING ON COOS BAY

"Boost for Coos" is the slogan under which the cities of Coos bay pulled off last week a celebration which has placed them in the front rank of progressive cities, a celebration section to none in the state outside of the metropolis. The jubilee was in celebration of the completion of the railroad giving that section a rail connection with the outside world. "Boost for Coos" was not the slogan of one town only, but Marshfield, North Bend, Coquille, Bandon, Myrtle Point, the beaches, and all sections working together for the one object of bringing Coos bay to the notice of the world.

North Bend had the celebration for the first day and they entertained the thousands of visitors in royal style, their business streets and many residences being handsomely decorated. The second day was Coos county day, on which the smaller towns kept open house as they individually preferred, receptions, fish dinners, concerts, picnics and automobile and steamer rides being included.

The last day of the celebration was Marshfield day and that city showed to wonderful effect the results of the team work of enterprising and progressive citizens. Everyone had a good word for his own city and the neighboring city, and their whole de-

OFFICIAL DOM OF GERMANY SHAKEN UP

Kaiser Makes Radical Changes in Military and Diplomatic Leadership After Roumanian Declaration of War

London, Aug. 30.—Radical changes in German military and diplomatic leadership were made by the kaiser, following Roumania's appearance in the war drama as a new enemy.

Despatches from Berlin today not only confirmed the dismissal of General Falkenhayn as chief of the German general staff, but reported Field Marshal von Mackensen in all probability will succeed von Hindenburg in supreme command of the Austro-German armies on the Russian and Roumanian fronts.

Von Hindenburg has been appointed chief of the general staff, succeeding Falkenhayn.

Despite his advanced age, General von Kluck may be recalled to active service and given command of one of the Austro-German armies that will attempt to stem the Russo-Roumanian invasion of Hungary.

There is no confirmation of a report from The Hague that both Foreign Secretary von Jagow and Under Secretary Zimmermann tendered their resignations after Roumania declared war. It has been learned from Berlin however, that neither participated in the conference between Chancellor von Bethmann-Hollweg and certain of his ministers that followed by a few hours the news of Roumania's action.

From Dutch sources it was reported today that the kaiser already had ordered the dismissal of German diplomats responsible for failing to keep Roumania out of the war.

A. E. Bailey left this morning for Tucson, Arizona, after spending several weeks at this place attending to business matters.

POLICE CAPTURE AUTO BANDIT AND RECOVER LOOT

San Francisco, Aug. 30.—A sensational daylight robbery of the Sixteenth and Mission street branch of the Anglo-California bank this afternoon ended after a running fight between the bandit and the police when the bandit was captured in Golden Gate park.

Two trays of gold which were taken by the robber were recovered. Although closely "sweated" by detectives, the robber refused to disclose his identity.

The robbery occurred about 1:30 this afternoon. The robber, a well-dressed young man, drove up to the bank in a limousine, and asking the driver to wait for him, entered the bank. Covering Cashier Hugh Sutter with a revolver, the bandit scooped up two trays of gold lying on the cashier's desk and fled out by the door. A moment later his limousine started with a roar and was dashing up the street before an alarm could be given.

The bank watchman ran out of the bank and opened fire on the limousine as it sped up Sixteenth street, and his fusillade was joined in by several nearby policemen.

The robber stood up in his car and, leaning out of the side window, returned the fire. Fifteen or sixteen shots were exchanged.

During the firing, pedestrians declared, the limousine slowed up and the driver attempted to flee, but that they saw the robber put his revolver to the driver's head and order him to drive on. He did so. Police in the Golden Gate park district had been notified and they captured the bandit as his car entered the park. The stolen gold was found in his car.

The robber was rushed to detective headquarters and was being examined at 2 o'clock.

RAILWAY TUNNEL IN ALPS WRECKED

Rome, Aug. 30.—The famous Tomos Pass railway tunnel through the Transylvania Alps has been dynamited and completely wrecked by the Austrians to check the Roumanian advance on the important city of Kronstadt.

(The Tomos Pass tunnel is about 900 feet long and is situated on the Bucharest-Buda Pest railway, just inside the Transylvania frontier, 11 miles south of Kronstadt.)

Sharp fighting occurred in the Tomos Pass region a few hours after the Roumanian declaration of war. Roumanian detachments, advancing from Predeal, crossed the frontier and attacked an Austrian frontier guard. Part of the Austrian force was captured and the Roumanians then withdrew to the border, where they entrenched and repulsed counter-attacks by reinforced Austrian troops.

On the extreme wings the Roumanians are pressing forward into Hungary with a pincer-like movement that threatens to squeeze the Teutons out of all southeastern Transylvania. Unofficial reports from Bucharest today said that Roumanian vanguards which formed a junction with the Russians in the north have pushed forward more than a mile into Transylvania territory. The Roumanians have invaded Transylvania in force on the southern border south of Hermannstadt and were engaged near the Red Tower pass when last reports were received at Geneva.

bankers, four of them marching abreast representing a total of \$100,000,000, men of prominence in the state, all attracted to Coos bay by the cordial invitation extended and the desire to visit a section which has shown unusual enterprise.

U. S. CRUISER MEMPHIS ON ROCKS

Warship Is Wrecked in San Domingo Harbor When a Storm Drives Her Ashore, and 20 Men Lose Lives

Washington, Aug. 30.—More than 20 men are dead, 10 seriously injured and 67 slightly injured of the crew of the cruiser Memphis, driven on the rocks in Santo Domingo harbor late yesterday, Admiral Pond reported to the navy department this forenoon.

The Memphis was hit by a terrific swell as she lay at anchor in the harbor, Pond reported. Effort was made to get up steam. So great was the swell—a great amount of water was believed to have been shipped—that the main steam line of the Memphis broke. One man was killed and the injuries to all of the 77 were believed to have been caused by the explosion.

Pond reiterated his former statement that more than 20 men returning from shore in a motor boat were drowned.

Two officers were included in the list of injured, Pond said.

The gunboat Castine, which narrowly escaped the fate of the Memphis, is at sea with all her boats but one lost, her steering gear disabled, Pond reported. The ship, however, is under control.

The tug Potomac, which left San Domingo City for Port Palenque at 1:30 p. m. yesterday, is said to be safe, but there is no word from her.

Admiral Pond's report added several men to the missing list. Several additional men, he said, probably have been drowned.

The text of Pond's latest dispatch follows:

"All hands off Memphis. Captain Beach was the last to leave the ship. When storm struck steam was up and main engines working, but main steam line burst. Cause unknown. Those near too seriously injured to be questioned. Two officers injured, but will recover. One enlisted man dead, five seriously injured, five very seriously, sixty-seven slightly injured, mostly in engineer force. Several men missing, probably drowned. Complete muster and report expected this morning. No other casualties among officers."

The name of the only officer injured given out today by the navy department is Lieut. Claude A. Jones, Charleston, W. Va., seriously burned, but will recover.

The machinist killed was G. W. Rudd, and the department withheld his address until his family had been notified.

Seriously injured: M. F. McVeigh, ordinary seaman; W. S. Plauk, water tender; T. J. Leary, foreman; H. A. Bryan, seaman; J. J. Egan, fireman. Slightly injured number 67, unnamed.

With reference to the men lost on the motor boat, the message said "several men missing, drowned. Muster roll left on board and only incomplete muster has therefore been made. Will have exact muster made early tomorrow morning and report the missing."

The hospital ship Solace, which was at the east end of Hayti, is en route to San Domingo to take care of the injured. The naval transport Dixie, en route from Vera Cruz to Key West with American Consul Rodgers and Mexican Commissioner Cabreara on board, has been intercepted by radio and ordered to the scene to pick up the uninjured crew.

Milton Jones went to Klamath Falls this morning and will spend some time at that place.